



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions
A 1 Telegraphic Codes.

Telegraphic Address
"MEXTRON" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

SATURDAY,
the 22nd September, 1917, at 11.30 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of Ice
House Street.

A CONSIGNMENT OF

WHITE GOODS.

Comprising—
Turkish Bath Sheets, 20 doz. Turkish
Face Towels, (assorted sizes), Pillow
Cases, Double Bed White Satin Quilts,
Single and Double Bed Sheets
(hemstitched and plain), Danish Table
Cloths and Serviettes, White Satin
Bedspreads, Blanket Sheets, Lace
Curtains, Counterpanes, Shirtings, &c.,
&c.

A few lots of Dress Materials.
Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Sept. 15, 1917. 2107

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

THURSDAY,
the 27th September, 1917, at 2.30 p.m.,
on the premises of the Hongkong and
Kowloon Wharf and Godown Co.,
Kowloon, (Godown No. 25).

The following **SUNDY GOODS**—
3 Large rolls of Composition Runner
for machinery rooms, (3 feet wide),
1 x 40 gallon cask heavy oil,
4 crates of Glass Jars,
10 x 40 gallon Drums Carbolineum,
30 x 10 gallon Drums Spirits of Wine,
70 bags Stone Nuts,
30 bags Shell "blacklips,"
30 bags Cocoon Nits (damaged),
2 cases Shell "blacklips,"
20 cases Mineral Water "Sauer
brunn,"

Also—
Immediately following the above sale,
(in Godown 51), on the same premises,
the undermentioned, (in Bond).
11 cases Houses of Lords Whisky,
20 cases of Beer.
On view from Tuesday the 25th inst.
at noon.
Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Sept. 14, 1917. 2105

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

SATURDAY,
the 29th September, 1917, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of Ice
House Street.

A LARGE CONSIGNMENT OF

**DRUGS, CHEMICALS,
DISINFECTANTS, ANTISEPTICS,
AND HOSPITAL SUPPLIES.**

Consisting of—
QUININE in bulk and tablet form,
Balsam Peru, Oleum Ricini, Oleum
Olivae, Styrae liq. Ung. Acid Boric,
Ung. Hydrarg. Ciner. Ung. Zinc. Iodo-
form, Formaldehyde, Lanolin, Acid
Carbol. Pur. Liq. Alumini. Acet. Tinct.
Myrrh. Tinct. Opium, Gela. Capsules,
Chloroform, Aether, Spl. Camphor, and
a few gross of Medicine Bottles, &c., &c.

And
A number of Tubes of Hypodermic
Injections of Morphia, Cocaine, &c., &c.,
and about 300 Tubes of Salvarsan,
&c.

Several cases of medicated Cotton
Wool, Bandages, Iodoform Gauze, &c.,
&c.

N.B.—Several lines of the above
drugs are now practically unobtainable
owing to the War.

Catalogues will be issued.
On view from Friday the 29th inst.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Sept. 10, 1917. 2102

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

SATURDAY,
the 22nd September, 1917, at 11.30 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of Ice
House Street.

A CONSIGNMENT OF

BRASS WARE.

Comprising—
A varied assortment of Carved Brass
Vases, Jardiniere, Flower Bowls, Finger
Bowls, Incense Burners, Buda, &c.,
&c.

A few lots of Kinkoran Satsuma Vases
and Tea Sets.
Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Sept. 15, 1917. 2106

TO LET.

TO LET.

NO. 4 "BASILEA," Lyttelton Road,
4 Roomed House with Servants
Quarters.
Apply to—
Messrs. LOWE,
BINGHAM & MATTHEWS,
Chartered Bank Building,
Hongkong, August 22, 1917. 2057

TO LET.

OFFICES at 2 Connaught Road.
OFFICES in King's Building.
HOUSES in Broadwood and Moreton
Terraces.
HOUSES on Shamoon, Canton.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.

TO LET.

A FLAT in Nathan Road, Kowloon.
Four roomed houses in Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.
Alexandra Buildings,
Hongkong, August 22, 1917.

TO LET.

IMMEDIATE ENTRY, four very
desirable SHOPS situated in Ice
House Street, opposite the Grand Hotel,
recently reconstructed.
For rent and other particulars apply
to the Manager, Hongkong Ice Co., Ltd.,
46 Connaught Road Central.
Hongkong, August 2, 1917. 2003

INTIMATIONS

WANTED.

YOUNG MAN with experience as
TYPIST and STENOGRAPHER
required by shipping firm. State
previous experience and salary required.
Apply—
Box 460.
C/o "CHINA MAIL" Office.
Hongkong, August 1, 1917. 1897

WAI KEE.

FLAG & SAILMAKER
No. 120, Des Vaux Road Central,
Top Floor,
HONGKONG.
Telephone No. 1833. 2108

DAIRY FARM NEWS.

CORNED BEEF

AND

CORNED PORK.

PUT UP IN KEGS AND BARRELS

FOR

EXPORT OF STEAMERS USE.

"CHINA MAIL" PUBLICATIONS.

Obtainable at the "CHINA MAIL"
Office, 5 Wyndham Street, Hong-
kong.

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(1891-1908) 56

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SIR ROBERT HART'S LAMB

TAX MEMORANDUM

(compiled)

WASHING BOOKS (for use)

MEMOIRS OF AMBASSADOR GERARD.

"MY FOUR YEARS IN GERMANY."

(THIRD INSTALLMENT.)

[BY JAMES W. GERARD.]

American Ambassador to the German
Imperial Court, July 28th, 1913,
to February 4th, 1917.

Quite curiously, at the beginning of the
great war there was a belief on the part
of Germans that Japan would declare war
on the Allies and range herself on the
side of the Central Powers. In fact, on
one night there was a friendly demon-
stration in front of the Japanese embassy,
but these hopes were soon dispelled by
the ultimatum of Japan, sent on the
sixteenth day of August, and finally, by
the declaration of war on August 23rd.

The warring powers indulged during the
first days of the war in mutual recrimina-
tions as to the use of dum-dum bullets,
and I received several packages of
cartridges containing bullets bored out at
the top which, the Germans said, had
been found in the French fortress of
Longwy, accompanied with the request
that I send an account of them to Presi-
dent Wilson and ask for his intervention
in the matter. Very wisely President
Wilson refused to do anything of the
kind, otherwise he would have been
deluged with constant complaints from
both sides as to the violations of the
rules of war.

The cartridges given to me were in
packages marked on the outside, "Car-
tridges to stand," and from this I took
it that possibly these cartridges had been
used on some shooting ranges near the
fort and the bullets bored out in order
that they might not go too far if carelessly
fired over the targets.

ROTTERDAM SAFEST STOP.

With our naval attaché, Commander
Walker (formerly, on August 5th I called
upon Van Tiphate to learn from him to
which ports he considered it safest for
the ships to be sent from America with
gold for stranded Americans. He recom-
mended Rotterdam.

I also had a conversation on this day
with Geheimrath Letze of the foreign
office with reference to the proposition
that English and German ships, respec-
tively, should have a delay until the
fourteenth of August within which to
leave the English or German ports in
which they chanced to be.

My wife's sister, the wife of Count
Sigay, and her husband arrived in Berlin
the second week in August. Count
Sigay is a reserve officer of the Hun-
garian Hussars and was in Montana
when the first rumours of war came. He
and his wife immediately started for New
York and sailed on the fourth of August.
They landed in England, and as England
had not yet declared war on Austria, were
able to proceed on their journey. With
them were Count George Festetics and
Count Czinski the former from the
Austrian embassy in London and the
latter from that in Washington. They
were all naturally very much excited
about the war and the events of their
trip.

The Hungarians as a people are quite
like Americans. They have agreeable
manners and are able to laugh in a
natural way—something which seems to
be a lost art in Prussia. Nearly all the
members of Hungarian noble families
speak English perfectly and model their
clothes, sports and country life as far
as possible after the English.

The thirteenth saw the departure of
our first special train containing Ameri-

CAN YOU THREAD A NEEDLE.

Holding The Thread An Inch

From The End? Not To Be

Able To Do This Is A

Sign Of An Over-

wrought Nervous

Condition.

THERE is only one way to correct
this. You must reach the cause
of the trouble. Just because your hand
trembles it does not follow that the
trouble lies directly in the nerves of the
hand. The body is full of what is known
as "sympathetic nerves." Many persons
are not aware that such nerves exist.

They do not know that nothing goes on
in any part of the body that every other
part does not instantly "know of." The
closeness of this sympathy is familiarly
illustrated by headaches, indigestion,
rheumatism, neuralgia, etc., when the
part that hurts may be the seat of the
trouble at all. Almost every case of
sleeplessness, nervousness, over-dyspep-
sia, is a "sympathetic strike" by brain,
nerves and stomach, induced by the
lowering of the general health. In cases
of this kind, nothing is more grateful
than the help and strengthening powers
of a remarkable discovery called Sargol.

Sargol Tablets are a careful combina-
tion of valuable nerve and strength
feeding elements that aim to reach and
revitalize with strengthening power the
entire system. Their action is quick,
and unmistakable. Try Sargol Tablets
today. Make the best use of your health
and see if this is not so. A. S. YAGEL, M.D.,
The "Victoria Dispensary," The
Pharmacy, Quebec, Dispensary, The
Edward Dispensary and other reliable
chemists in Hongkong sell them.

icans bound for Holland. I saw the
Americans off at the Charlottenburg
station. They all departed in great spirits
and very glad of an opportunity to leave
Germany.

I had some negotiations about the pur-
chase by America of Americans of the
ships of the North German Lloyd, but
nothing came of these negotiations.
Trainloads of Americans continued to
leave but there seemed to be no end to
the Americans coming into Berlin from
all directions.

PRINCE HOHENLOHE POPULAR.

On August 20th Count Szegezny, the
Austrian Ambassador, left Berlin. He
had been Ambassador there for twenty-
two years, and I suppose because of his
advancing years the Austrian Government
thought that he had outlived his useful-
ness. Quite a crowd of Germans and
diplomats were at the station to witness
the rather sad farewell. His successor
was Prince Hohenlohe, married to a
daughter of Archduke Frederick. She
expressly waived her right to precedence
as a royal highness and agreed to take
only the precedence given to her as the
wife of the Ambassador in order not to
cause feeling in Berlin. Prince Hohen-
lohe, a rather easy-going man, who had
been most popular in Russia and Austria,
immediately made a favourable impres-
sion in Berlin and successfully occupied
the difficult position of mediating between
the governments of Berlin and Vienna.

The Chancellor gave me on September
4th a statement to give to the reporters
in which he attacked England, asserting
that England did not desire the friendship
of Germany, but was moved by commer-
cial jealousy and a desire to crush her.
The efforts made for peace had failed
because Russia, under all circumstances,
was resolved upon war; that Germany
had entered Belgium in order to forestall
the planned French advance. He also
declared that England, regardless of
consequences to the white race, had
incited Japan to a pillaging expedition,
and said that Belgian girls and women
had gouged out the eyes of the wounded,
that officers had been invited to dinner
and shot across the table and that Belgian
women had put the throats of soldiers
quartered in their houses while they were
asleep. The Chancellor concluded by
saying, in this statement, that everyone
knew that the German people are incap-
able of unnecessary cruelty or of any
brutality.

We were fully occupied with taking
care of the English prisoners and
interests of Americans, and with negotia-
tions relating to commercial questions
and to getting goods required in the
United States out of Germany, when on
October 7th a most unpleasant incident
occurred, and one which for some time
caused the members of our embassy to feel
rather bitterly toward the German Foreign
Office, took place.

MARTIN STAYED IN BERLIN.

A great number of British civilians,
men and women were stranded in Berlin.
To many of these were paid sums of
money in the form of small allowances
on behalf of the British Government. In
order to facilitate this work we placed
the clerk employed in this distribution in
the building formerly occupied by the
British consul in Berlin. Of course, the
great crowds of Americans resorting to
our embassy, when combined with the
crowds of British, made it almost
impossible even to enter the embassy,
and establishment of this outgoing relief
station materially helped this situation.
I occupied it and employed English men
and women in this relief-work by the
express permission of the Imperial For-
eign Office, which I thought it wise to
obtain, in view of the fact that the
Germans seemed daily to become more
irritable and suspicious, especially after
the battle of the Marne.

On the night of October 2nd our second
secretary, Hurvey, went to this relief
headquarters at about 12 o'clock at night,
and was witness to a riot made by the
Berlin police on this establishment of
ours. The men and women working were
arrested and all books and papers, which
the police could get at were seized by
them. The next morning I went around
to the place, and, on talking with the
criminal detectives in charge, was told by
them that they made the raid by the
orders of the Foreign Office.

When I spoke to the Foreign Office
about this, its officials denied that they
had given directions for the raid and made
a sort of half apology. The raid was all
the more unjustified, because only the day
before I had had a conversation with the
adjutant of the Berlin Kommandantur
and told him, although I had permission
from the Foreign Office, that I thought it
would be better to dismiss the English
employed in the embassy and employ only
Americans or Germans. I sent around
to my friend Herr von Gwinner, head of
the Deutsche Bank, and asked him to
recommend some German accountants to
me.

EMBASSY PAPERS PROTECTED.

The Kommandantur is the direct office
of military control. When the adjutant
heard of the raid he was almost as
indignant as I was, and on the tenth of
October informed me that he had learned
that the raid had been made on the joint
orders of the Foreign Office and von
Tiroitz's department.

The books and papers of the embassy
including those relating to the affairs of
foreign nations, temporarily left the
embassy's care, are universally recognized
in international law as not subject to
seizure; nor did the fact I was carrying
on this work outside the actual embassy
building have any bearing on this point.
So long as the building was directly under
my control, especially as all my work
was carried on in my private apartment
in the embassy, I was not bound to
leave the embassy's care, and I had no
doubt that the German Government
was not making a mistake in this regard.

COOKING IN A DESTROYER.

EXPERIENCES IN A HEAVY SEA.

It does not matter how the American
destroyers pitch and toss and roll in the
seas as they search European waters for
the sight of a Prussian periscope. To
the cooks a thirty degree roll is some-
thing to forget immediately, and not
even a destroyer's attempt to perch atop
a mountainous sea like a Rocky Moun-
tain goat interrupts the preparation and
distribution of food. In the most trying
circumstances, when the deck beneath
the men's feet shifts and jumps like a
crazy thing, the cooks work on, appar-
ently oblivious to everything but the task
before them.

The antics of a destroyer, the U. S. S.
—, and sideliights on life on board her
—, with particular attention to the work
in the galley—are described in a letter
written to a Brooklyn physician by a
sailor now on duty with the United
States destroyer fleet. The writer was
particularly anxious to emphasize the
efficiency of the U. S. S. —'s cooks.
He confessed to possessing "a wolfish
appetite."

"The cooks certainly take care of us,"
he writes. "Also they are able to take
care of themselves, especially on slanted
decks, when a sea sickness, averts a
collision with another cook and perhaps
a pot of boiling water. These cooks of
ours are the real circus kings."

Describing how he assisted in the
galley, he says:—
"I was detailed to duty as a helper in
the galley one day when we were mixed
up in some heavy weather. The water
was washing across the deck forward.
Every minute or so the bow would make
frantic effort to reach heaven. Between
times this old battle wagon rolled as if
having the time of her life.

"My special job that day was grinding
up meat, and I never saw so much meat
as one time in my life. (We had meat
cakes that night, and they tasted good,
must have been the way I ground it.)
Well, I was in a passage just off the
galley. Every few minutes the pro-
pellers would be lifted out of the water,
and the vibration was very heavy.
Above all the other noise I could hear
the notes of the cooks getting lunch.
The pots and pans were jumping around
on the tables like feathers. In the few
minutes a pan remained in one spot a
cook would succeed in slipping a huge
gob of dough into it. A few minutes
later the smell of baking bread put my
appetite right on edge. Before I had my
grinder cleaned the buns were blowing
spices all over the place. I sure was ready for
the acts."

"The sailors' methods of insuring the
finishing of a meal before the contents
of their plates are jolted off appear to
be of great importance.

"When you get your beans or roast
beef or whatever has been decided on
for the meal, you take a life and death
grip on the plate with one hand and the
same kind of hold on your cup with the
other," states the letter. "Then you
square off, feet wide apart, and brace
yourself to withstand all possible move-
ments of the destroyer. This being done,
you cautiously raise the cup to your
mouth and take a swallow of the coffee
or cocoa. The next movement, which
is necessary in very rough weather, can-
not be described. As nearly as I can tell
you the cup and plate are rested on the
long table that swings from the supports
overhead, and you sit and contemplate
them for a minute to discover
any weaknesses in their stability. Then,
while the going's good, you scoop
up some solid food and get it safely
into your mouth. While you're chewing
it one hand holds the plate to the table
while the other does the same for the
cup."

"That is a precautionary measure—a
safety first idea.
"Now, if the ship decides to perform
and you are not ready, SPLASH! your
grub slops over on the floor and you
run for a deck wash—for there must
be no spots on the deck."
Having depicted the greater part of his
letter to the galley, the cooks and food,
the sailor gave some idea of how ready
the men are to meet a Prussian subma-
rine.

"There's one thing about this subma-
rine hunting business that might worry
Kaiser Bill if he knew it, the letter
continues. "You can bet your last penny
that one hundred per cent of the men
with the American destroyer fleet are
willing to sit by the guns all night and
day if there is a chance of sending a
shell into one of the 'subs'.
I am not permitted to say where we
are not speak of what we have done.
They are military secrets. I'm not tell-
ing a secret when I say that the men on
all our destroyers are just dying for a
chance to show what gun practice will
do for a navy. Just remember that I
could give you an earful on the subject
of records in shooting, and when we
take on 'sub' work, the best records
will be broken—and not by the 'subs',
either."

"We've been ashore in a port in
England, and the welcome was great.
I guess you heard all about it by this
time. There were speeches and speeches
and speeches and lots and more sets
and drinks and everything. We had a
whole of a time. Over at another port
it all was duplicated.

"As soon as the men got back to the
destroyers they began the regular stuff
of going out of their way to work. Men
in gun crews never seem to want to
go off duty. I've got the fever, too—the
work fever. Clean and oil up, oil up
and clean; tighten a bolt and clean the
sights, clean the sights and tighten a
bolt."

"That's what they're doing all the
time. Some of them almost have to be
taken to their hammocks and more sets
and drinks and everything. They're where
I am going now."

The writer of the letter is serving his
first enlistment in the navy. He enlist-
ed a few months before the declaration
of war. —New York Herald.

INTIMATIONS

GREAT REDUCTION
SINGER SEWING HAND MACHINES

(VIBRATING SHUTTLE)

For 4 Weeks Only. Commencing Sept. 15th.

USUAL PRICE ... \$51.00 Cash

SALE PRICE ... \$30.00

Don't lose this exceptional opportunity. Buy To-day.
Salesroom, 70, Queen's Road Central.
SINGER SEWING MACHINE COMPANY,
HONGKONG.

Phone No. 1808.

Appropriate, always.

With certain dishes, such as Game, LEA
& PERRINS' SAUCE is always appropriate.
It is the recognised sauce for such use.

In fact, for everything with which a sauce
can be used, LEA & PERRINS' is invariably
the BEST. It has a refinement of flavour
that suits the most delicate dishes and
appeals to the most exacting palates.

Lea & Perrins
The Original & Genuine
WORCESTERSHIRE

THE EVER POPULAR
HOUSEHOLD REMEDY

Which has now borne the

Stamp of Public Approval for

OVER FORTY YEARS.

ENO'S
FRUIT SALT

PLEASANT TO TAKE,

REFRESHING AND INVIGORATING.

IT IS VERY BENEFICIAL IN ALL CASES
OF

Biliousness, Sick Headache, Constipation,
Errors in Diet—Eating or Drinking, Thirst,
Giddiness, Rheumatic or Gouty Poison,
Feverish Cold, with High Temperature
and Quick Pulse, and Feverish Conditions
generally. It is everything you could wish
as a simple and Natural Health-giving
Agent.

Prepared only by

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON AND BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or intermediate ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOARDS, FREIGHTS, DATES OF SAILING Etc. apply to:—
P. & O. S. N. Co.'s Office, E. V. D. PARR, Superintendent.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	SHANTUNG	Sept. 20, at 4 p.m.
TIENTSIN	KUKICHOW	Sept. 22, at Noon.
SHANGHAI	YINGCHOW	Sept. 23, Daylight.
SHANGHAI	CHENAI	

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'.

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wooming.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Lights and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVES
HAIHONG [Capt. J. W. Evans] TUESDAY, 25th Sept. at 12 Noon.

SWATOW

Arrivals and Departures from the Company Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.
General Managers.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer.

"HYSON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 17th Sept.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon, within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 8th Oct. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, Sept. 17, 1917. 2110

JOINT SERVICE OF THE "NEDERLAND" and "ROTTERDAM LLOYD" ROYAL MAIL LINES.

NOTICE TO CONSIGNEES.

THE Steamship "PRINSESS JULIANA"

having arrived from San Francisco, Consignees of Cargo, are hereby notified that all Goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after noon the 23rd September, 1917 will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 28th September, 1917 or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd September, 1917, at 10 a.m. by the Company's surveyors, Messrs. Goddard and Douglas. No Insurance whatsoever has been effected.

Bills of Lading will be countersigned by

JAVA-CHINA JAPAN LUN, Agents.

Hongkong, Sept. 8, 1917. 2111

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

For VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE AND YOKOHAMA.

North American Line.

RANS PACIFIC.

"HAWAII MARU"

"CANADA MARU"

"PANAMA MARU"

"FORMOSA LINE"—For Tamsui, Keelung, Anping and Takao, via

Swatow and Amoy.

"KALIO MARU" Sunday, 23rd Sept. at Noon.

"SOSHU MARU" Thursday, 27th Sept. at 10 a.m.

* Omitting Tamsui and Keelung.

These Formosa Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

SOUTH AMERICAN LINE.—Every three months steamers proceed

to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE.—Monthly service between Japan and Adelaide,

calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE.—Fortnightly service for Bombay calling at Singapore,

Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan

and Malassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS APPLY AT THE OFFICE.

M. HIGUCHI, Manager.

No. 1, Queen's Building.

Tel. Nos. 744 & 745.

"NEDERLAND" ROYAL MAIL LINE

(STOOMVAART. MAATSCHAPPY "NEDERLAND").

ROTTERDAM LLOYD ROYAL MAIL LINE

(STOOMVAART. MAATSCHAPPY "ROTTERDAM LLOYD").

Joint Service between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU.

STEAMERS TONS SAILS.

"KONINGIN DER NEDERLANDEN" 15,900

"OPHIR" 8,000

These superior passenger steamers have accommodation for first and second class saloon passengers.

For further particulars please apply to

JAVA-CHINA-JAPAN LUN, AGENTS.

HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK, via

PORTS AND SUEZ AND PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For Freight & further particulars apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

(AND APCAR LINE)

Sailings from Hongkong.

Steamer from Hongkong On or about Connecting at Calcutta with On or about

A steamer Sails

For freight and further particulars apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(NANYO SEA LATE F. S. CO.)

Regular service of Steamers between Japan, Hongkong, Singapore,

Batavia, Samarang and Surabaya.

Sails on or about

For freight and further particulars apply to

DODWELL & CO., LTD., Agents.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI	WINGSANG	SATURDAY, Sept. 22, Daylight.
SANDAKAN	MAUSANG	SATURDAY, Sept. 22, at Noon.
MANILA	YUENSANG	SATURDAY, Sept. 22, at 3 p.m.
HAIPHONG	TAUSANG	SUNDAY, Sept. 23, at 7 a.m.
MANILA	LOONGSANG	SATURDAY, Sept. 23, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.
Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon. This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Hongkong when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Labad Datu.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Peking.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., Ltd., General Managers.

Tel. No. 215.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

AGENTS.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD

The latest discovery of modern times, is without equal in the history of brain power, whether induced by worry, overwork, dissipation, other influences. Stiffness, palpitation, defective circulation, nervous depression, loss of energy, mental and bodily prostration, want of decision, general debility, premature decay or derangement of the vital forces, loss of vitality, nervous diseases, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, headache, high-colored water, etc., are all so many different phases of brain and nerve weakness and exhaustion, the cause of which is the greater portion of the misery of the world, and is caused by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening, wasting discharges, restores the falling energies, and imparts new life and vigor to those who had so recently seemed played out and exhausted.

VETARZO Brain Food. See advertisement for full particulars. Send stamped address for samples for free. Send for P.O. 215 the first bottle of either VETARZO or VETARZO REMEDY CO., 100, LONDON. Unprincipled vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. It is genuine has words "VETARZO REMEDY CO." on Government Stamp. SOLD BY DOCTORS, PHARMACEUTISTS.

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING CUTLERY, 3s 6d, 2s 6d, 1s 6d.

KNIFE BOARDS
PREVENT FRICTION IN CLEANING AND INJURY TO THE KNIVES.

WELLS & SONS LIMITED
BLACK LEAD MILLS, LONDON.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

"PERSIA MARU" 8,000

"KOREA MARU" 15,000

"SIBERIA MARU" 18,000

"TENYO MARU" 22,000

"NIPPON MARU" 11,000

"SHINYO MARU" 25,000

* Omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA,

CALLAO, ARICA and IQUIQUE.

Thence by Trans Andean Route to Buenos Aires.

Steamers Tons

"ANYO MARU" 15,500

"KIYO MARU" 17,200

"SEIYO MARU" 14,000

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, AGENT, KING'S BUILDING.

Telephone Nos. 2374 and 2375.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination STEAMERS Displacement SAILING DATA.

VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKOHAMA, CHI & YOKOHAMA.

"INABA MARU" Capt. Higo, Tons 12,500

"YOKOHAMA MARU" Capt. Terada, Tons 12,500

"NIKKO MARU" (SUNDAY, 23rd Sept. at 11 a.m.)

"FUSHIMI MARU" (TUESDAY, 25th Sept. at 11 a.m.)

"HIRANO MARU" (TUESDAY, 25th Sept. at 11 a.m.)

"KAGA MARU" (SATURDAY, 10th Oct. at 11 a.m.)

"RANGOON MARU" (SATURDAY, 22nd Sept.)

"KIRIN MARU" (THURSDAY, 20th Sept.)

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

* Wireless Telegraphy.

FOR DATES OF DEPARTURE APPLY AT THE COMPANY'S OFFICE.

EASTBOUND NEW YORK LINE via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.

For dates of departure and further information apply to

NIPPON YUSEN KAISHA, B. MORI, Manager.

Telephone Nos. 2374 & 2375.

JAPANESE MAKERS.

Every kind of Footwear

MADE TO ORDER

CHERRY & CO.

PEDDER STREET, Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

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